

Entertainment.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S



VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt
Whiskies distilled in Scotland

or

GENUINE AGE
AND
FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s

BULL DOG
BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

BIRTH.

On September 9, 1910, at Shanghai, China, to
Mr. and Mrs. R. W. Thomas, a son.

DEATH.

On September 9, 1910, at Shanghai, O. A.
Anderson, I. M. Customs, aged 24 years.

The Hongkong Telegraph

HONGKONG, THURSDAY, SEPT. 15, 1910.

GREAT BRITAIN'S MERCANTILE
MARINE TRADE.

By the last mail some striking figures have emanated from London with reference to the position which Great Britain occupies in jurisdiction that it has as against other European or American trading nations. The American Press, which is generally not slow in its comments upon Imperial trade, admits that the coastal business is all in favour of the British for in a way the Americans ought to conserve their own interisland cargo and passengers between Philippines ports. As it happens, they do not and the result is that British shipping runs in, gets the cargo and delivers the goods irrespective of American bottoms. On the face of it, this is not as it should be for the simple reason that every nation ought to reap the advantage of its own enterprise. In a similar spirit a Pacific Coast journal repeats that forty-eight years' progress in merchant shipping in the United Kingdom and the principal maritime countries is presented by statistics in a Board of Trade Blue Book. The gigantic extent of Great Britain's maritime supremacy is shown in the following comparison of the tonnage of British and foreign vessels entered and cleared in the year 1860 and 1908, the latter being the latest year dealt with:

1860, Tons.	1908, Tons.
Initial	1,014,013
Foreign	1,021,329
Total	2,035,342

The proportion per cent of British to total tonnage in 1860 was 56.4; in 1908, it was 59.2. The most important of the British ports in order of tonnage are: London (with a tonnage entered of 1,116,073), Liverpool, with 9,973,123; Cardiff, 6,027; the Tyne ports, 5,554,724. From this it will be seen that Hongkong has lost its ancient place in the history of the world's commerce and no longer can claim a second place in the scheme of world armament.

It is to be noted that Hongkong has lost its international status and, if necessary, will have to content itself with a high rank in the international armament.

fortuitous view. An eminent scientist says:

"The Budget duties have decreased the conviction for drunkenness by about 10 per cent. It naturally follows that the people have more money to spend on food." A few years since it was the fashion in certain circles to sneer on every possible occasion at British enterprise. John Bull, we were told, was played out, and cartoonists loved to depict him as a stout, foolish, fatid and valitudinarian. An estimable Home paper says in this connection that John is still a very lively invalid: "In trade after trade and manufacture after manufacture we still lead the world both absolutely and comparatively. We are still the world's carrier, the greatest shipping nation, the premier cotton manufacturer, the foremost woolen producer, atop in iron manufacture, and the money centre of the spheres. The tables published showing the progress of merchant shipping of the principal maritime countries give one very reassuring evidence of our supremacy. The total amount of tonnage in the British Empire has steadily risen since 1850—the first year in which tables in the present form are available—from just over 1,000,000 to 13,263,354 in 1908. Fifty years ago the United States mercantile marine had most of the carrying trade between Great Britain and the United States. The year before last British vessels had about fourteen times as much as the American. While it is impossible to give exact comparison between our own merchant shipping and that of other nations, we can say this—in comparing them in any possible way it would be a case of England first and not second. These encouraging returns would give still more encouragement if it were possible to report that British ships uniformly employed British sailors. Here, however, one has to admit the growing and dangerous tendency of British shipowners, while engaging British officers, to have any but Britishers in the sole. The time may come when we will have to legislate to prevent this, as Australia has done. We still lead the way notwithstanding Continental efforts to out us. As long as it remains for the benefit of the nations, long may its reign continue. When it ceases to be generally beneficial to all concerned then disaster will surely follow as it came about in the case of ancient Greece and Rome. In despite of the bad times at home denoted by strikes and rumours of labour war the official figures issued by the Board of Trade show another big increase in our export trade, although, as compared with July 1909, there is a fall in imports. This is apparent rather than real, for the July of this year contained five Sundays, as against four in July 1909. There was thus one working day less. Here are the figures for the month, and those for two previous Julys:

July, 1910	Imports
" 1909	Imports
" 1908	Imports

Decrease over July, 1909	Imports
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Increases over July, 1908	Imports
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July, 1910	Imports
" 1909	Imports
" 1908	Imports

Increases over July, 1909	Imports
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Increases over July, 1908	Imports
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July, 1910	Imports
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Increases over July, 1909	Imports
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Increases over July, 1908	Imports
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July, 1910	Imports
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Increases over July, 1909	Imports
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Increases over July, 1908	Imports
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July, 1910	Imports
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July, 1910	Imports
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July, 1910	Imports
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Increases over July, 1909	Imports
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Increases over July, 1908	Imports
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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line.
"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hong Kong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER, SAVING 5 to 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.
"EMPEROR OF INDIA" SATURDAY, SEPT. 17TH.
"EMPEROR OF JAPAN" SATURDAY, OCT. 8TH.
"EMPEROR OF CHINA" SATURDAY, OCT. 29TH.
"MONTEAGLE" TUESDAY, NOV. 8TH.

From Quebec.
"EMPEROR OF INDIA" FRIDAY, OCT. 14TH.
"EMPEROR OF IRELAND" FRIDAY, NOV. 4TH.
"EMPEROR OF CHINA" FRIDAY, NOV. 11TH.
"ALLAN LINE" FRIDAY, NOV. 18TH.

From St. John.
"EMPEROR OF BRITAIN" FRIDAY, DEC. 16TH.
"ALLAN LINE" FRIDAY, JAN. 13TH.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Montagle" 7:30 p.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of British" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Cabin while crossing the Atlantic, Couplacat by Canadian Pacific direct Line).
Passenger for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Servants Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (formed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43.
Via New York 44.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

L. W. GRAE OOK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	LOONGSANG*	FRIDAY, 16th Sept., 4 P.M.
TIENTSIN	CHONGSHING*	MONDAY, 19th Sept., Noon.
SHANGHAI	LOKSANG*	TUESDAY, 20th Sept., Noont.
S'GAPORE, PENANG & JALUUTTA LAISANG*	TUESDAY, 20th Sept., Noont.	
MANILA	YUENSANG*	FRIDAY, 23rd Sept., 4 P.M.
SHANGHAI, KOBE & MOJI	KUTSANG†	TUESDAY, 4th Oct., Noont.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Kutang", "Nankang" and "Kutang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chusan, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Uinkao, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LTD.

Telephone No. 215, Hongkong, 15th September, 1910.

General Managers.

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL
CHEFOO & NEWCHWANG	"PAOTING" 16th Sept.	Daylight.
HUIHOW & HAIPHONG	"SINGAN" 18th " "	Daylight.
SHANGHAI	"LINAN" 18th " "	Daylight.
MANILA	"TAMING" 20th " "	4 P.M.
ILOIO & CEBU	"KAIFONG" 21st " "	4 P.M.
CHEFOO & TIENTSIN	"KURICHOW" 25th " "	4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"CHANGSHA" 30th " "	4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER. Twice Weekly.

S.S. "LINTAN" and S.S. "SANU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmania Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anton, Cheon, Linan, Chilao, etc.) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze Ports and Northern China Ports.

N.B.—Passenger must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 6 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWINEY,

AGENTS.

Telephone No. 36, Hongkong, 15th September, 1910.

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HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates.
CAIRO	15,500	A. Fraser	MANILA	SATURDAY, 17th Sept., at Noon.
RUBY	13,500	R. Rodger	"	SATURDAY, 24th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN TOWNS & CO.

General Managers.

Hongkong, 15th September, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO.) Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonsage	Leaves
VICTORIA, B.C. & TACOMA	PANAMA MARU Capt. T. Ogata	6,059	WED'DAY, 21st Sept., at Noon.
MOJI, KOBE AND YOKO- HAMA	SEATTLE MARU Capt. T. Saito	6,182	WED'DAY, 28th Oct., at Noon.

The Go's newly built steamers have fast speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI via SWATOW and AMOY	DAIJIN MARU Y. Kuburiki	SUNDAY, 18th Sept., at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOCHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nissin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class. 2nd Class. 3rd Class.

\$75.00 \$65.00 \$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fast speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU".

First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 4, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 14th September, 1910.

NIPPON YUSEN KAISHA.**(THE JAPAN MAIL STEAMSHIP CO.)**

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS.	SAILING DATES. 1910
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG & COLOMBO AND PORT SAID	KIFANO MARU, Capt. F. E. Cope, Tons 9,000 IYU MARU, Capt. R. Takechi, Tons 7,000 HIRANO MARU, Capt. H. Fraser, Tons 9,000 KAMAKURA MARU, Capt. J. Nagao, Tons 7,000 INABA MARU, Capt. K. Kawai, Tons 7,000 TAMB MARU, Capt. K. Sato, Tons 7,000 YAWATI MARU, Capt. T. Sakine, Tons 5,000 NIKKO MARU, Capt. M. Yagi, Tons 6,000 TOSA MARU, Capt. Y. Nomura, Tons 7,000 YOKOHAMA, KOBE and MIKKO MARU, Capt. M. Yagi, Tons 6,000 HIRANO MARU, Capt. H. Fraser, Tons 9,000 KAMAKURA MARU, Capt. J. Nagao, Tons 7,000 INABA MARU, Capt. K. Kawai, Tons 7,000 TAMB MARU, Capt. K. Sato, Tons 7,000 YAWATI MARU, Capt. T. Sakine, Tons 5,000 NIKKO MARU, Capt. M. Yagi, Tons 6,000 TOSA MARU, Capt. Y. Nomura, Tons 7,000 YOKOHAMA, KOBE and MIKKO MARU, Capt. M. Yagi, Tons 6,000 KAMAKURA MARU, Capt. J. Nagao, Tons 7,000 INABA MARU, Capt. K. Kawai, Tons 7,000 TAMB MARU, Capt. K. Sato, Tons 7,000 YAWATI MARU, Capt. T. Sakine, Tons 5,000 NIKKO MARU, Capt. M. Yagi, Tons 6,000 TOSA MARU, Capt. Y. Nomura, Tons 7,000 YOKOHAMA, KOBE and MIKKO MARU, Capt. M. Yagi, Tons 6,000 KAMAKURA MARU, Capt. J. Nagao, Tons 7,000 INABA MARU, Capt. K. Kawai, Tons 7,000 TAMB MARU, Capt. K. Sato, Tons 7,000 YAWATI MARU, Capt. T. Sakine, Tons 5,000 NIKKO MARU, Capt. M. Yagi, Tons 6,000 TOSA MARU, Capt. Y. Nomura, Tons 7,000 YOKOHAMA, KOBE and MIKKO MARU, Capt. M. Yagi, Tons 6,000 KAMAKURA MARU, Capt. J. Nagao, Tons 7,000 INABA MARU, Capt. K. Kawai, Tons 7,000 TAMB MARU, Capt. K. Sato, Tons 7,000 YAWATI MARU, Capt. T. Sakine, Tons 5,000 NIKKO MARU, Capt. M. Yagi, Tons 6,000 TOSA MARU, Capt. Y. Nomura, Tons 7,000 YOKOHAMA, KOBE and MIKKO MARU, Capt. M. Yagi, Tons 6,000 KAMAKURA MARU, Capt. J. Nagao, Tons 7,000 INABA MARU, Capt. K. Kawai, Tons 7,000 TAMB MARU, Capt. K. Sato, Tons 7,000 YAWATI MARU, Capt. T. Sakine, Tons 5,000 NIKKO MARU, Capt. M. Yagi, Tons 6,000 TOSA MARU, Capt. Y. Nomura, Tons 7,000 YOKOHAMA, KOBE and MIKKO MARU, Capt. M. Yagi, Tons 6,000 KAMAKURA MARU, Capt. J. Nagao, Tons 7,000 INABA MARU, Capt. K. Kawai, Tons 7,000 TAMB MARU, Capt. K. Sato, Tons 7,000

ROBBERS ESTATE RETURNS.

	July	August	Total
Allagor	5,320	5,650	21,970
Alor Pongor	5,120	7,50	
Alma	850	2,750	
Anglo Malay	53,627	52,044	105,650
Ayer Kuning	—	833	
Ayer Panas	2,013	7,000	
Baligowale	880	1,000	2,870
Bantang	8,757	6,714	
Batik Rihli	1,355	1,200	2,555
Batik Tiga	2,700	3,000	5,700
Batik Tiga	17,458	7,525	
Batik Tiga	8,403	45,953	
Bertam	9,705	61,543	
Beverlack	—	40,202	
Bikam	2,051	2,500	15,622
Birch	1,288	2,688	
Bukit Kajang	5,473	23,358	
Bukit Rajah	30,840	20,735	
Bukit Lintang	3,800	4,000	25,270
Bukit Timah	624	873	2,439
Carry United	12,000	63,050	
Castleford	3,600	21,548	
Changkat Serdang	3,653	3,801	21,447
Changku Salak	1,100	1,500	4,000
Cilecy	16,000	78,166	
Consolidated Malay	135,354		
Caledohill	23,401	23,000	153,227
Chunor	868	9,174	
Chersoneze	2,283	5,245	
Damanara	133,723		
Edinburgh	6,520	43,250	
Federated (Selangor)	63,57		
F.M.S. Rubber	31,74	31,617	
Gedong	21,000	23,000	93,100
Gleasal	1,735	11,438	
Glenchiel	4,899	10,001	
Golden Hope	5,114	10,073	43,102
Golconda	—	70,37	
Gul Kalampong	10,000	10,000	
Hai Kee	590	1,783	
Harpender	—	35,650	
Haylor	349	349	
Heswood	1,100	3,000	
High & Lowlands	39,265	39,847	328,670
Inch Kenneth	11,100	89,068	
Indragiri	824	824	
Jogra	11,758	47,054	
Jabong	10,2140		
Kapar Para	64,473		
Karutung	7,935	8,880	18,873
Kempsey	3,507	19,088	
Kepong	3,000	17,409	
Klebing	256	256	
Kota Tinggi	570	3,098	
Kuala Klang	—	10,915	
Kurau	2,640	3,001	7,717
Krian Rub. Est.	5,300	17,847	
Kuala Lumpur	48,130	304,740	
Labu	16,616	105,584	
Leudra	36,013	216,634	
Lodbury	9,944	68,81	
Lingga	71,000	73,500	500,500
London Asialic	16,035	17,018	94,111
Malacca Plant	22,500	160,000	
Merton	1,053	7,444	
New Serendah	415	415	
North Hummock	28,901		
Nova Scotia	14,075	16,300	65,505
Pajam	5,830	15,100	
Pataling	27,418	28,090	207,469
Pegoh	3,300	21,416	
Penkalan Durian	968	968	
Perak Plant	—	58,414	
Port Dickson	—	3,459	
Radella	—	1,017	
Rembla	597	5,170	
Riba Rubber	5,637	5,797	41,167
Rubana	16,500	18,500	90,720
Ratand	1,850	7,554	
R.E.R. Growers Assn.	3,507	3,910	23,237
Rebel	2,031	40,456	
Salaba	6,750	7,966	41,316
Sangal Choh	—	21,80	
Sangal Kapas	—	100,000	
Sandycroft	9,341	49,884	
Seafeld	—	74,700	
Selangor	201,141		
Seremban	38,615	215,114	
Sembawang	533	500	
Sejawang	6,250	31,210	
Shelford	10,500	11,000	57,601
S'pore & Johore	11,270		
Singapore Parks	5,100	5,000	30,450
Strait Rubber	—	146,180	
Stugel Salak	2,858	14,180	
Sengal Way	—	22,558	
Tambakat	964	1,124	2,088
Telok Anson	680	1,835	
Tell Ayer	13,500	17,500	82,300
Tinalgar	374	375	1,450
Tiong	—	2,160	
Ulu Pandan	475	883	
United Singapor	1,945	8,435	
United Sumatra	3,710	21,993	
Vallambros	—	212,737	
All totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which in above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.— <i>See also News Page 1</i> .			

THE WEATHER.

On the 15th at 11.30 a.m.—The barometer has fallen slightly on the N.E. coast of China, and rises moderately to slightly over Japan and the E. coast of China.

The areas of low pressure in moving away over the Pacific to the N.E. of Japan. Another depression has appeared over Manchuria.

Pressure is high over the Pacific between the Biscay and Formosa, and also over China to the North of the Yangtze valley.

Light or moderate N.E. winds may be expected over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 11 a.m. to-day, 100 inches.

FORECAST.

Hongkong and Neighbourhood, N.E.

Wind light or moderate, fair.

Sea moderate, N.W. winds, moderate.

Sea on the coast of China between Hongkong and Canton, N.W. winds, moderate.

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